

## AMENDMENTS TO THE SPECIFICATION:

Please insert at page 5, after line 20 the following new paragraph:

CA --Figure 3 shows a possible functional sequence scenario which can occur during operation of the vehicle under ACC, according to an example embodiment of the present invention.--.

Please insert at page 12, after line 31 the following new paragraph:

CA --Figure 3 shows a possible functional sequence scenario which can occur during operation of the vehicle under ACC, according to an example embodiment of the present invention. At a, an additional object of reflection suddenly appears from nowhere, which is at a very short distance from the ACC-controlled vehicle, is detected for only a very short time, and disappears again just as suddenly. Between b and c, the preceding vehicle applies its brakes gently. It follows that b is the starting point in time of this gentle brake maneuver and that c is the end point in time of this brake maneuver. At point d, the preceding vehicle decelerates again, but not very strongly this time. At e, both triggering criteria are simultaneously fulfilled, and triggering the request for taking control takes place as described in Figure 1, by the AND element 107 and the OR element 108. This is illustrated in Figure 2, in the RTC-t diagram 240 by the curve jumping from "0" to "1" at point  $t=e$ . At this point in time e the driver is informed that the deceleration of the ACC system is not sufficient to prevent a collision. At f, the driver decides to step on the brake pedal in order to achieve a greater deceleration than could be made available by the ACC system. As the driver intervenes by braking at f, the ACC system is simultaneously deactivated.--.